

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS  
COMMITTEE ON CONGESTION MANAGEMENT  
AND AIR QUALITY (CMAQ)**

**MINUTES  
MEETING OF SEPTEMBER 26, 2005**

At 3:03 p.m., the meeting was called to order by Chairman Marland Townsend in Conference Room C of San Mateo City Hall.

Members Attending: Jim Bigelow, Judith Christensen, Tom Davids, Vice Chair Sue Lempert, Arthur Lloyd, Karyl Matsumoto, Irene O'Connell, Barbara Pierce, Antoinette Stein, Chairman Marland Townsend, and Onnolee Trapp.

Staff/Guests Attending: Walter Martone and Sandy Wong (C/CAG Staff - County Public Works), Mark Duino and Tom Madalena (C/CAG Staff – County Planning), Richard Napier (C/CAG Executive Director), Pat Dixon (Transportation Authority Citizens Advisory Committee), Duane Bay (County Housing Director), Ed Stewart (SamTrans), and Arne Croce (City Manager – City of San Mateo).

**1. Public comment on items not on the agenda.**

None.

**CONSENT AGENDA**

**2. Minutes of July 25, 2005 meeting.**

*Motion: To approve the Minutes as presented. Lempert/Pierce, unanimous.*

**REGULAR AGENDA**

**3. Review and approval of a strategy for the development of a transportation and land use plan for the El Camino Real Corridor.**

Richard Napier and Walter Martone presented this item. In summary, approval is being requested to sponsor a process that provides significant incentives for the jurisdictions along the El Camino Real Corridor to participate in a corridor planning process, and to implement transportation and land use improvements that tie in with a corridor-wide strategy. This effort will also coordinate and take advantage of a number of other initiatives that are already completed, underway, or contemplated and that impact the El Camino Real Corridor.

Comments on the presentation included:

It is important that C/CAG take a leadership roll in this effort because it represents all of the cities and the County. Some of the other efforts that were identified in the presentation were

too limited and only involved a few cities.

This effort should also show the impacts on cities that are not directly on the El Camino Real. It should represent as much as possible, a countywide effort.

In order for this effort to be successful, it must truly be a bottoms up process that involves the local jurisdictions in a significant way in the decision making.

There should not be a duplication of effort. San Mateo recently completed a major study and plan for its portion of El Camino Real, which garnered widespread support from the community. Unfortunately it has not yet been implemented due to lack of funding. It is hoped that those jurisdictions that have already gone through an extensive process, will not have to repeat the process in order to qualify for the incentive funding.

It would make sense for cities that have undergone a process, to still have the opportunity to join with its neighbors in a joint process so that there can be coordination across jurisdictional boundaries.

Consideration should also be given as to how to involve jurisdictions that have already implemented things that make their segment of El Camino Real consistent with the corridor plan.

Transit systems must be a key component of any strategy for improving the El Camino Real Corridor. There should also be links with the adjacent cities along the corridor and also to the east and west as appropriate. This should be done even if those adjacent cities do not have frontage along El Camino Real.

This process should set some goals to report back on policy needs and best management practices that are learned as a result of the various meetings with the local jurisdictions and the analysis of the information collected. We should also establish a benchmark that shows where we are with land use before this process begins. This will enable us to measure the progress that is made as a result of the process.

The tool that will be modified for this process (PLACES Model) should be made available to the various local jurisdictions so that they can continue to use it for planning purposes.

It would also be useful to develop a survey before the workshops in order to determine what sort of benchmarks would be appropriate and what kind of information should be collected. Staff members of the local jurisdictions should also be involved in the workshops.

We need to look at benchmarks for our transportation systems and also consider what future plans are out there for transit improvements. This process must consider how we can prepare the corridor to fully take advantage and support these future improvements.

All of the workshops and symposiums that have been conducted recently on improving the El Camino Real Corridor have had increased development as its message. We need to ensure that this message does not get translated into eminent domain and the elimination of our base of small businesses. Large scale developments should not be focus of the revitalization of El Camino Real Corridor. There is an equally important role to be played by small Mom and Pop businesses. We need to be very cautious to ensure that the big money and the big developers do not use this process as a way to condemn small properties in favor of assembling land for large developments that squeeze out the small developments and businesses that make up so much of the character of our communities that our constituents support.

We should be looking over a 20 year period and over the entire corridor to encourage cities to work together instead of encouraging each jurisdiction to develop individual plans.

The approach of having financial incentives for physical capital improvements and best

management practices makes sense for this process. It is very important that we preserve the functionality of El Camino Real as an important transportation corridor. One of the keys to congestion management is to improve the efficiency and effectiveness of this corridor to move people and goods. This must be a major objective of this process. A countywide plan, a grand vision, or a grand plan, is not the most important aspect of this process. Each city will and should be able to maintain its individual character. It is more important that we focus our efforts on improving the functionality of El Camino Real. There should be one effort that brings together these other initiatives and ensures that they are in alignment with the overall goal of El Camino Real as a transportation corridor.

This planning exercise should give us an idea of what is going on everywhere in the County and how those impacts relate to each other and to the County as a whole. The individual jurisdictions need to see as part of this process that their individual uniqueness will enhance and work together with the overall plan. The County is very diverse, which makes it attractive to live here. This diversity needs to be preserved and while we also create a transportation system that works for our residents.

The PLACES Model has a number of different layers beyond jobs and housing, such as water usage, air quality, pedestrian friendliness and others. These resource layers will provide added benefits to the cities and help to eliminate redundant efforts of city staff to make these projections independently.

The incentive structure should be enhanced for cities that are more inclusive in its efforts to work with its neighboring jurisdictions.

The corridor that will be included in this effort should be defined broadly to reach the CalTrain line.

In the East Bay, some communities are using pedestrian commute-sheds as the land use zone that is analyzed. We may want to consider smaller zones than our Traffic Analysis Zones for future planning and to ensure that it has more relevance to local communities. It will help to ensure a truly bottoms-up process.

First and foremost we must remember that El Camino Real is a transportation corridor. This is the most important service that it provides. The public made this factor very clear during the hearings on the San Mateo City El Camino Real Plan. It is also a very successful place for businesses to locate because of its visibility to passing motorists.

Parking is an important issue if we are going to beautify El Camino Real, preserve its transportation role, and potentially make room for transit improvements (bus rapid transit, express buses, light rail). One way of addressing this issue is to require new developments to provide for parking behind the development instead of directly on El Camino Real.

Individuals want to be able to move faster on El Camino Real than other local streets and roads. This presents a challenge for making it more bicycle and pedestrian friendly.

South San Francisco has begun the process of purchasing property on El Camino Real so that they have control over how development occurs on their section of this Corridor. It is important that the process being controlled is a bottoms-up process, because clearly the local jurisdictions are the entities that ultimately must determine what happens in their individual communities.

In order to attain the desired reduction in congestion and the increase in market share for transit (to reach the goal of 20% ridership), it will be necessary to attract more businesses to El Camino Real and to pull in business districts that are developing too far away from this Corridor. There needs to be a process of hand holding and working close with the

communities to show them the benefits of making El Camino Real a more vital business district and a fully functioning transportation corridor. We need to show local jurisdictions what the impacts would be of making zoning changes that facilitate movement in this direction. The use of the PLACES 3 Land Use Modeling tool will be a critical component to this process.

This potentially is a chicken and egg predicament because it is hard to determine which needs to occur first – the appropriate transportation network, or the appropriate land use development. There needs to be a willing seller and a willing buyer in order to make any of this work. The most important thing that needs to be done to make this process work is an industry standard known as “systems integration.”

It was suggested that an incentive be provided to the cities to do the public input process correctly so that the actual residents and businesses that will be affected can participate.

***Motion: To support the recommendation for a strategy to develop a transportation and land use plan for the El Camino Real Corridor as presented by staff with consideration given to the comments provided by CMAQ members during discussion. Stein/ Matsumoto, approved with 9 ayes and 1 no (Christensen).***

#### **4. Member comments and announcements.**

Mike Scanlon’s mother passed away this morning during surgery. The CMAQ Committee sends its condolences to Mike.

The VTA is holding meetings to consider placing an additional quarter cent transportation sales tax before the voters. Some individuals have been encouraging the delay of the funding for the Dumbarton Rail project and the electrification of Caltrain. The VTA Board ultimately decided against delaying these two projects and instead voted to delay the BART extension to 2018.

Chairman Marland Townsend just had a new knee installed and it is working great!

#### **5. Adjournment and establishment of next meeting date.**

The next regular meeting was scheduled for October 31, 2005. At 4:25 p.m., the meeting was adjourned.